Comment Letters Received on the 2905 S. King Road Ministorage & Light Industrial IS/MND

Comment Letter	Date
A. Amah Mutsun Tribal Band	February 6, 2017
B. California Department of Transportation	February 27, 2017
C. Santa Clara Valley Transportation Authority	February 27, 2017

A. RESPONSES TO COMMENTS FROM THE AMAH MUTSUN TRIBAL BAND, Email dated February 6, 2017:

Comment A-1: The project was once within the lands held by the Tamien people. Per agreement Muwekma Tribal Band best represents this area. Please contact the Muwekma Tribal Band.

Response A-1: The Cultural Resources section of the Initial Study/Mitigated Negative Declaration included an archaeological literature review (Holman & Associates, September 2016). The results of the archival search did not identify any recorded cultural resources within the project site. The project area has been previously surveyed twice, with no indications of cultural resources. The archaeological report identified the project are as having a low sensitivity for Native American and historic-era archaeological deposits and cultural materials. In the unlikely event that any cultural resources are encountered, standard permit conditions will require that appropriate measures be taken to protect resources.

The City notified the tribes in the area per the contact list provided by the California Native American Heritage Commission (NAHC). The Muwekma Tribal Band was notified of the project through the public circulation process.

B. RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, February 27, 2017:

Comment B-1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Mitigated Negative Declaration (MND). Additional comments may be forthcoming pending final review.

Project Understanding

The project is located approximately 1.18 miles northwest of the Tully Road/US 101 interchange and approximately 0.88 miles southwest of Capitol Expressway/US 101 interchange on 2905 S. King Road. The Lead Agency (City of San Jose) seeks to amend the zoning for the proposed project from Planned Industrial District to Planned Development Zoning. The rezoning will allow the applicant to take the following actions: The demolition

of approximately 8,050 square-foot (sf) radio transmission office building and three radio transmitter tower antennas. The removal of 22 ordinance sized trees and 44 non-ordinance sized trees, and allow the construction of seven ministorage/miniwarehouse buildings equaling approximately 133,000 sf and four light industrial buildings equaling approximately 65,000 sf of undetermined light industrial uses.

Lead Agency

As the lead agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

> **Response B-1:** The comment is noted. The City's Planning, Building and Code Enforcement Department conducts mitigation monitoring and reporting for all projects.

Comment B-2:

Travel Demand Analysis

With the enactment of Senate Bill (SB) 734, Caltrans if focusing on transportation infrastructure that supports smart growth and efficient development. Recently approved guidance for incorporating SB 743 (*Local Development-Intergovernmental Review Program Interim Guidance, November 2016*) intends to ensure that development projects align with State policies and necessary multimodal roadway improvements. In Caltrans' *Smart mobility 2010: A Call to Action for the New Decade*, this project falls under Place Type 4 Suburban Communities, which includes areas with low level integration of housing with jobs, retail service, poorly connected street networks, low levels of transit service, large amount of surface parking, and inadequate walkability. Place Type 4 is a combination of Dedicated Use Area and Neighborhood; which have large tracts of land used for commercial purposes such as business or industrial park or warehousing or for recreational purpose and also contains residential subdivisions and complexes including housing, and public facilities and local-serving commercial uses, typically separated by arterial corridors. Given the Place Type and intensification of use, which typically leads to high level so VMT and corresponding low levels of active transportation, please submit a travel demand analysis that provides VMT analysis resulting from the proposed project including:

- A vicinity map, regional location map, and site plan clearly showing the project's location in relation to the STN. Clearly identify State right of way, bicycle paths, and transit facilities within the study area.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15 percent below existing (i.e., baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies – such as Caltrans – are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- Potential safety issues for all road users should be identified and fully mitigated.

- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs results from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, the following items should be addressed:

- Upgrade the sidewalk and install curb ramps(s) to comply with Caltrans Highway Design Manual and ADA standards.

Response B-2: Traffic impacts and mitigations measures for this project were identified in the Evergreen-East Hills Development Policy EIR adopted by the City Council on December 16, 2008. This project is required to pay a traffic impact fee as mitigation for projects identified in the above document. Therefore, no further analysis would be required

Comment B-3:

Multimodal Planning
The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to the project site. Specifically, the proposed project should provide connections to the existing and proposed Class I, II, and III bike lanes on the City of San Jose Bike Plan 2020. Providing these connections with streets configured for alternative transportation modes will reduce VMT by creating multi-modal links to nearby transit centers such as Eastridge Transit Center and Great Mall/Main Transit Center and the Valley Transit Authority bus routes 31 and 77.

Response B-3: The project will be conditioned to a pay a traffic impact fee which mitigates project impacts and will be used for transportation improvements in the Evergreen area. Transportation improvements will include traffic signal and multimodal improvements such as installation of bike lanes.

Comment B-4:
Given the intensification of use and the opportunities to reduce VMT in the Place Type, we encourage the City to establish a Transportation Management Association (TMA) in partnership with other development in the area to pursue aggressive trip reduction targets with Lead Agency monitoring and enforcement. In addition, the Transportation Demand Management (TDM) elements described below should be included in the project to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Encourage walking, cycling, and convenient transit access;
- Eliminate parking spaces or decrease the number to serve only employees and potential patrons of the project; Transit fare incentives for visitors, guests, employees, patrons, and residents such as subsidized transit passes on a continuing basis;
- Carpooling incentives and dedicated parking spaces for carpooling employees;
- Enhanced bus stops including bus shelters;
- Designated bicycle parking;
- On-site showers and lockers for active transportation users;

- Charging stations and designated parking spaces for electric vehicles; and
- Reducing headway times of nearby VTA bus routes 31 and 77.

For Additional TDM option, please refer to Chapter 8 of the FHWA's Integrating Demand Management in to the Transportation Planning Process: A Desk Reference, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035.pdf.
For information about parking rations, please see MTC's report, Reforming Parking Policies to Support Smart Growth or visit the MTC parking webpage online at: http://www.mtc.ca.gov/planning/smart_growth/parking.

Response B-4: No response required. The proposed self-storage and light industrial uses are, in fact, low traffic generators by ITE standards.

Comment B-5:
Traffic Impact Fees
Based on project-generated travel demand, please estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Response B-5: As described in the IS/MND, the project will be required to pay a traffic impact fee towards the cost of providing transportation improvements that directly mitigate the traffic impacts associated with the development authorized by the Evergreen-East Hills Development Policy.

C. RESPONSES TO COMMENTS FROM THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY, February 27, 2017:

Comment C-1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for 133,000 square feet of ministorage uses and 65,000 square feet of light industrial uses at the southwest corner of S. King Road and Barberry Lane. We have the following comments.

Pedestrian Accommodations and Access to Transit
Currently the pedestrian accommodations along the project's S. King Road street frontage consists of 5-foot attached sidewalks. VTA recommends that the City work with the project sponsor to widen the project sidewalk and provide a buffer between pedestrian and automobiles with landscaping elements, such as closely planted trees, shrubs, or light posts. VTA notes that neighboring street frontages are improved with such a buffer, including the street frontages across S. King Road

Response C-1: The City's Department of Public Works will require the construction of a standard 10-foot sidewalk with tree wells.

Comment C-2:

Bicycle Accommodations

VTA also recommends that the City require bicycle parking consistent with City of San José bicycle parking standards as a Condition of Approval for the project. The site plan included as part of the Initial Study shows locations for bicycle parking within the "Light Industrial Use" Area but no details on quantity are specified. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/bikeprogram.

> **Response C-2:** The City will require that proposed uses provide the required amount of bike parking per the City of San Jose Municipal Code.

Comment C-3:

Bus Service

VTA provides bus service along King Road. We recommend that the project provide a new bus stop adjacent to the project on southbound S. King Road at Monrovia Drive. This bus stop would improve transit access to the surrounding neighborhood, including Leyva Middle School.

The bus stop should include:

- Minimum 8'X40' passenger pad connected to accessible pathways
- A 10'X55' PCC Bus Pad constructed to VTA specifications
- "No Parking" signs or red curb

To encourage safer pedestrian crossing across King Road, VTA also recommends a new east/west protected crosswalk at Monrovia Drive.

VTA's Bus Stop and Passenger Facilities Standards provide specifications for the design and placement of bus-related facilities and amenities. To obtain a copy of this document, or for any questions about bus stops, please contact Paul Nguyen at paul.nguyen@vta.org. Attached is a conceptual drawing showing the location of the bus stop features.

> **Response C-3:** If the VTA is requesting a bus stop at this location, City staff would generally be supportive; however, without sufficient traffic control for pedestrians, installing a bus stop will encourage unsafe pedestrian crossings. Therefore, a more complete evaluation of this request would be recommended.

Comment C-4:

Evergreen East Hills Development Policy

The Initial Study references the Draft Supplemental Environmental Impact Report (SEIR) for Revisions of the Evergreen East Hills Development Policy, date August 2008 (p.75). VTA notes that a second amendment to the Draft Supplement to the Final EIR for the subject policy was approved in December 2008. The Initial Study should reference the most up-to-date policy and related environmental document.

Response C-4: Comment noted. The SEIR for the EEHDP included two amendments, dated November and December 2008, which provided responses to public comments and clarifications to the text of the SEIR. These amendments did not change any of the SEIR's impact conclusions, as noted in both documents.

Mathur, Krinjal

From: Aerieways <aerieways@aol.com>
Sent: Monday, February 06, 2017 4:21 PM
To: Mathur, Krinjal
Subject: Re: San Jose Planning - Public Review Draft MND: 2905 S. King Road Ministorage & Light Industrial

This project was once within the lands held by Tamien people. Per agreement Muwekma Tribal Band best represents this area. Please contact the Muwekma Tribal Band.

Ed Ketchum
Amah Mutsun Tribal Band
Historian

-----Original Message-----
From: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Sent: Mon, Feb 6, 2017 2:01 pm
Subject: San Jose Planning - Public Review Draft MND: 2905 S. King Road Ministorage & Light Industrial

PUBLIC NOTICE
INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSÉ, CALIFORNIA

File No. and Project Name; Description: PDC16-037 & PD16-037 2905 S. King Road Ministorage & Light Industrial. Conforming Rezoning from the A(PD) Planned Development Zoning District to the LI(PD) Planned Development Zoning District for miniwarehouse/ministorage and light industrial uses on a 9.9-gross acre site. Planned Development Permit to allow the demolition of an approximately 8,050-square foot radio transmission office building and three radio transmitter tower antennas, the removal of 22 ordinance sized trees, and 44 non-ordinance sized trees, and allow the construction of seven ministorage/miniwarehouse buildings equaling approximately 133,000 square feet and four light industrial buildings equaling approximately 65,000 square feet, on 9.9-gross acre site. **Location:** The project is located southwest of the intersection of King Road and Barberry Lane, at 2905 S. King Road. **Assessor Parcel Numbers:** 670-12-006, 670-12-010, and 670-12-011. **City Council District:** 7.

The City has performed environmental review on the project. Environmental review examines the nature and extent of any adverse effects on the environment that could occur if a project is approved and implemented. Based on the review, the City has prepared a draft Mitigated Negative Declaration for this project. A Mitigated Negative Declaration is a statement by the City that the project will not have a significant effect on the environment if protective measures (mitigation measures) are included in the project.

The public is welcome to review and comment on the draft Mitigated Negative Declaration.

The public comment period for this draft Mitigated Negative Declaration begins on **February 6, 2017 and ends on February 27, 2017**.

The draft Mitigated Negative Declaration, Initial Study, and reference documents are available online at: http://www.sanjoseca.gov/index.aspx?nid=5368. The documents are also available for review from 9:00 a.m. to 5:00

p.m. Monday through Friday at the City of San Jose Department of Planning, Building & Code Enforcement, located at City Hall, 200 East Santa Clara Street; and at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Krinjal Mathur at (408) 535-7874, or by e-mail at krinjal.mathur@sanjoseca.gov.

Krinjal Mathur
Planner I | City of San Jose
Planning, Building & Code Enforcement
krinjal.mathur@sanjoseca.gov
408.535.7874

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
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FAX (510) 286-5559
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February 27, 2017

04-SCL-2017-00123

Mr. Krinjal Mathur
City of San Jose
Planning, Building & Code Enforcement
200 East Santa Clara Street
San Jose, CA 95113

Dear Mr. Mathur:

2905 S. King Road Ministorage & Light Industrial Project – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans *Strategic Management Plan 2015-2020* targets aim to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Mitigated Negative Declaration. Additional comments may be forthcoming pending final review.

Project Understanding

The project is located approximately 1.18 miles northwest of the Tully Road/ US 101 interchange and approximately 0.88 miles southwest of Capitol Expressway/US 101 interchange on 2905 S. King Road. The Lead Agency (City of San Jose) seeks to amend the zoning for the proposed project from Planned Industrial District to Planned Development Zoning. The rezoning will allow the applicant to take the following actions: The demolition of approximately 8,050 square-foot (sf) radio transmission office building and three radio transmitter tower antennas. The removal of 22 ordinance's sized trees and 44 non-ordinance sized trees, and allow the construction of seven ministorage/miniwarehouse buildings equaling approximately 133,000 sf and four light industrial buildings equaling approximately 65,000 sf of undetermined light industrial uses.

Lead Agency
As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN or reduction in VMT. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be fully discussed for all proposed mitigation measures.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development. Recently approved guidance for incorporating SB 743 (*Local Development-Intergovernmental Review Program Interim Guidance, November 2016*) intends to ensure that development projects align with State policies through the use of efficient development patterns, innovative travel demand reduction strategies, and necessary multimodal roadway improvements. In Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, this project falls under **Place Type 4 Suburban Communities**, which includes areas with low level of integration of housing with jobs, retail service, poorly connected street networks, low levels of transit service, large amount of surface parking, and inadequate walkability. Place Type 4 is a combination of Dedicated Use Area and Neighborhood; which have large tracts of land used for commercial purposes such as business or industrial park or warehousing or for recreational purpose and also contains residential subdivisions and complexes including housing, and public facilities and local-serving commercial uses, typically separated by arterial corridors. Given the Place Type and intensification of use, which typically leads to high levels of VMT and corresponding low levels of active transportation, please submit a travel demand analysis that provides VMT analysis resulting from the proposed project including:

- A vicinity map, regional location map, and site plan clearly showing the project's location in relation to the STN. Clearly identify State right of way, bicycle paths, and transit facilities within the study area.
- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Draft Guidelines. Projects that result in automobile VMT per capita greater than 15 percent below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies—such as Caltrans—are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- Potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, the following items should be addressed:

- Upgrade the sidewalk and install curb ramp(s) to comply with Caltrans Highway Design Manual and ADA standards.

Multimodal Planning

The project should be conditioned to ensure connections to existing bike lanes and multi-use trails to facilitate walking and biking to the project site. Specifically, the proposed project should provide connections to the existing and proposed Class I, II, and III bike lanes on the City of San Jose Bike Plan 2020. Providing these connections with streets configured for alternative transportation modes will reduce VMT by creating multi-modal links to nearby transit centers such as Eastridge Transit Center and Great Mall/Main Transit Center and the Valley Transit Authority bus routes 31 and 77.

Vehicle Trip Reduction

Given the intensification of use and the opportunities to reduce VMT in this Place Type, we encourage the City to establish a Transportation Management Association (TMA) in partnership with other developments in the area to pursue aggressive trip reduction targets with Lead Agency monitoring and enforcement. In addition, the Transportation Demand Management (TDM) elements described below should be included in the program to promote smart mobility and reduce regional VMT and traffic impacts to the STN:

- Project design to encourage walking, bicycling, and convenient transit access;
- Eliminate parking spaces or decrease the number to serve only employees and potential patrons of the project;
- Transit fare incentives for visitors, guests, employees, patrons, and residents such as subsidized transit passes on a continuing basis;
- Carpooling incentives and dedicated parking spaces for carpooling employees;
- Enhanced bus stops including bus shelters;
- Designated bicycle parking;
- On-site showers and lockers for active transportation users;
- Charging stations and designated parking spaces for electric vehicles; and
- Reducing headway times of nearby Valley Transit Authority Bus Routes 31 and 77.

For additional TDM options, please refer to Chapter 8 of FHWA's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference*, regarding TDM at the local planning level. The reference is available online at: http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf. For information about parking ratios, please see MTC's report, Reforming Parking Policies to Support Smart Growth, or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking.

Traffic Impact Fees

Based on project-generated travel demand, please estimate the costs of public transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Should you have any questions regarding this letter, please call Stephen Conteh at 510-286-5534 or stephen.conteh@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

bcc:PMaurice

Santa Clara Valley Transportation Authority

February 27, 2017

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: Krinjal Mathur

Subject: City File No. PDC16-037 / 2905 S. King Road Ministorage and Light Industrial

Dear Ms. Mathur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for 133,000 square feet of ministorage uses and 65,000 square feet of light industrial uses at the southwest corner of S. King Road and Barberry Lane. We have the following comments.

Pedestrian Accommodations and Access to Transit

Currently, the pedestrian accommodations along the project's S. King Road street frontage consists of 5-foot attached sidewalks. VTA recommends that the City work with the project sponsor to widen the project sidewalk and provide a buffer between pedestrians and automobiles with landscaping elements, such as closely planted trees, shrubs, or light posts. VTA notes that neighboring street frontages are improved with such a buffer, including the street frontages across S. King Road on the north side between Monrovia Drive and King Court, and south of the subject site along the south side of King Road at Aborn Road (Public Storage site). Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway. Such sidewalk accommodations also support access to transit, specifically to Local Line 31, which contains a southbound bus stop just south of the subject site.

Bicycle Accommodations

VTA recommends that the City require bicycle parking consistent with City of San José bicycle parking standards as a Condition of Approval for the project. The site plan included as part of the Initial Study shows locations for bicycle parking within the "Light Industrial Use Area" but no details on quantity are specified. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/bikeprogram.

Bus Service

VTA provides bus service along King Road. We recommend that the project provide a new bus stop adjacent to the project on southbound S. King Road at Monrovia Drive. This bus stop would improve transit access to the surrounding neighborhood, including Leyva Middle School.

The bus stop should include:

- Minimum 8'x40' passenger pad connected to accessible pathways
- A 10'x55' PCC Bus Pad constructed to VTA specifications
- "No Parking" signs or red curb

To encourage safer pedestrian crossing across King Road, VTA also recommends a new east/west protected crosswalk at Monrovia Drive.

VTA's Bus Stop and Passenger Facilities Standards provide specifications for the design and placement of bus-related facilities and amenities. To obtain a copy of this document, or for any questions about bus stops, please contact Paul Nguyen at paul.nguyen@vta.org. Attached is a conceptual drawing showing the location of the bus stop features.

Evergreen East Hills Development Policy

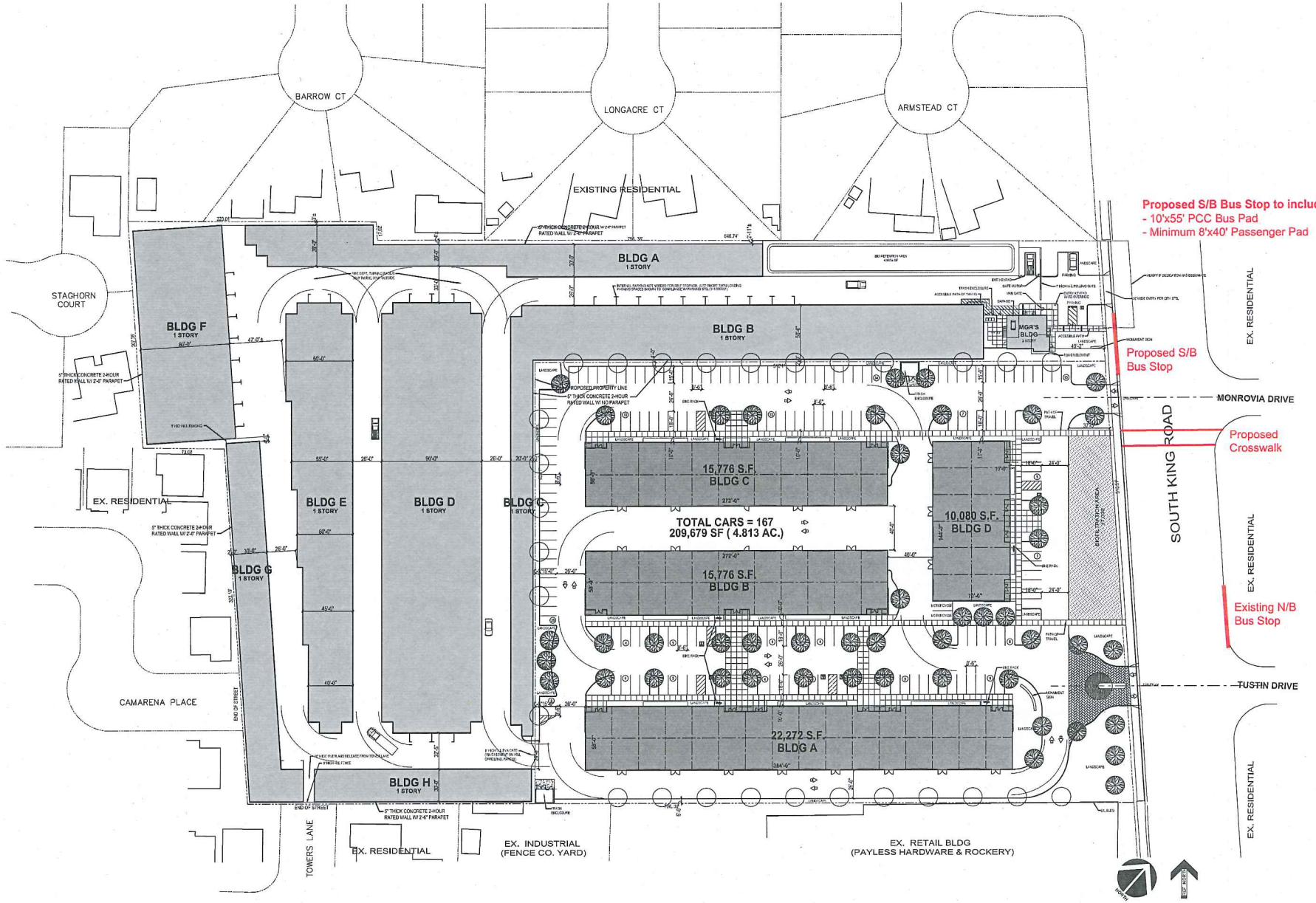
The Initial Study references the Draft Supplemental Environmental Impact Report (SEIR) for Revision of the Evergreen East Hills Development Policy, dated August 2008 (p. 75). VTA notes that a second amendment to the Draft Supplement to the Final EIR for the subject policy was approved in December 2008. The Initial Study should reference the most up-to-date policy and related environmental document.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services
Patricia Maurice, Caltrans
Brian Ashurst, Caltrans SJ1703



Source: The Hagman Group, 2017

Conceptual Site Plan

2905 S. King Road
Initial Study

Figure
5